Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A control device of a vehicle ~~motor,~~ motor with a plurality of coils, comprising:

a temperature sensor that detects a temperature of each coil of the plurality of coils, each coil supplying an alternating current to a corresponding phase of the motor; and

a controller that:

controls a torque of the vehicle motor;

detects a stalled state of a vehicle;

detects a current phase angle of the vehicle motor; and

selects one ~~of the temperatures~~detected temperature detected by the temperature sensor, which is based on a detected current phase angle, wherein the torque of the vehicle motor is reduced when the stalled state of the vehicle is detected and when a selected temperature exceeds a restrictive temperature.

2. (Previously Presented) The control device of the vehicle motor according to Claim 1, wherein the controller selects a phase of the vehicle motor as a detected phase when a temperature of the phase is within a predetermined range where a maximum current flows in the phase.

3. (Previously Presented) The control device of the vehicle motor according to Claim 2, wherein the current phase angle is determined based on a rotational angle of the motor.

4. (Previously Presented) The control device of the vehicle motor according to Claim 1, wherein the current phase angle is determined based on a rotational angle of the motor.

5. (Previously Presented) The control device of the vehicle motor according to Claim 1, wherein the controller selects a phase of the motor as a detected phase when the detected current phase angle is within a predetermined range.

6. (Previously Presented) The control device of the vehicle motor according to Claim 5, wherein the controller reduces the torque of the vehicle motor for each phase until a temperature of each phase exceeds the restrictive temperature.

7. (Previously Presented) The control device of the vehicle motor according to Claim 1, wherein the controller reduces the torque of the vehicle motor for each phase until a temperature of each phase exceeds the restrictive temperature.

8. (Previously Presented) The control device of the vehicle motor according to Claim 1, wherein when the stalled state of the vehicle occurs outside a predetermined range of each phase, a phase having a maximum temperature is selected.

9. (Currently Amended) A method of operating a vehicle ~~motor,~~ motor with a plurality of coils, comprising:

detecting a temperature of each coil of the plurality of coils, each coil supplying an alternating current to a corresponding phase of the motor;

controlling a torque of the vehicle motor;

detecting a stalled state of a vehicle;

detecting a current phase angle of the vehicle motor; and

selecting one detected temperature based on a detected current phase angle, wherein the torque of the vehicle motor is reduced when the stalled state of the vehicle is detected and when a selected temperature exceeds a restrictive temperature.

10. (Previously Presented) The method according to Claim 9, wherein a phase of the vehicle motor is selected as a detected phase when a temperature of the phase is within a predetermined range where a maximum current flows in the phase.

11. (Previously Presented) The method according to Claim 10, wherein the current phase angle is determined based on a rotational angle of the motor.

12. (Previously Presented) The method according to Claim 9, wherein the current phase angle is determined based on a rotational angle of the motor.

13. (Previously Presented) The method according to Claim 9, wherein a phase of the motor is selected as a detected phase when the detected current phase angle is within a predetermined range.

14. (Previously Presented) The method according to Claim 13, wherein the torque of the vehicle motor is reduced for each phase until a temperature of each phase exceeds the restrictive temperature.

15. (Previously Presented) The method according to Claim 9, wherein the torque of the vehicle motor is reduced for each phase until a temperature of each phase exceeds the restrictive temperature.

16. (Previously Presented) The method according to Claim 9, wherein when the stalled state of the vehicle occurs outside a predetermined range of each phase, a phase having a maximum temperature is selected.